

**VOLUME 3 GENERAL TECHNICAL ADMINISTRATION****CHAPTER 20 CHECK AIRMAN, INSTRUCTOR, AND SUPERVISOR PROGRAMS  
FOR TITLE 14 CFR PART 121 AND 135 CERTIFICATE HOLDERS****Section 4 Check Airman and Air Transportation Flight Instructor Training**

**3-1476 GENERAL.** This section provides guidance concerning the training requirements for check airmen and air transportation flight instructors.

**A. Candidates: Selection of Instructors and Nomination of Check Airmen.** The operator selects instructors and submits the selections for review by the principal operations inspector (POI). The operator nominates check airman and submits the nominees for approval by the POI. Because the experience levels of pilots and flight engineers vary among operators, it is impractical to specify minimum experience levels for candidates. In some cases, such as cases involving new operators, candidates may have relatively little flight experience. Regardless of experience levels candidates must demonstrate high levels of knowledge and skill in the applicable job functions. POIs must ensure that adequate training for check airmen and air transportation flight instructors is completed and documented in the applicable records.

**B. Single Pilot-In-Command Operators.** Operators using aircraft with a single pilot in command present questions about training that is not addressed in regulations. For such operators, a check airman who performs competency and line checks may qualify and maintain currency by one of three methods:

1) The check airman may receive competency and line checks from a check airman from another operator or a training center approved by the operator's POI to conduct the air carrier's training;

2) If a Level B, C, or D flight simulator that replicates the aircraft being used is available and is approved for use in that operator's training program, the check airman may receive competency checks in that simulator from a check airman from another operator or training center approved by the operator's POI; or

3) The check airman may receive competency and line checks from a Federal Aviation Administration (FAA) inspector.

**3-1477 TRAINING FOR FLIGHT INSTRUCTORS AND CHECK AIRMEN.** To ensure that its flight instructor or proficiency check airman are adequately trained, each operator's approved initial flight instructor training program and initial check airman training program must include the training specified in Title 14 of the Code of Federal Regulations (14 CFR) part 121, §§ 121.411, 121.413 and Appendix H; or 14 CFR part 135, §§ 135.337 and 135.339, as applicable. Check airmen and air transportation flight instructor candidates must satisfactorily complete the operator's approved initial transition, or upgrade training programs for the desired aircraft and duty position. In addition, instructors must complete the operator's instructor training, and check airmen must complete the operator's instructor and check airman training. If a flight instructor or check airman has satisfactorily completed curriculum segments in previous

transition training that apply to more than one duty position or aircraft, it is not necessary to repeat those segments.

#### **A. Ground Training.**

1) Ground training for air transportation pilot flight instructors (including flight instructors using simulators), pilot proficiency check airmen (including check airmen using simulators), and line check airmen must include the following topics:

- Fundamental principles of the teaching–learning process,
- Teaching methods and procedures, and
- Instructor–student relationships.

2) Section 121.413(b) and § 135.339(b) provide that the aforementioned topics need not be included when the candidate holds a flight instructor certificate issued by the FAA. These regulations do not relieve the operator of the responsibility for ensuring that instructors and check airmen remain proficient in these areas:

a) Regulatory and administrative functions of instructors and check airman, as appropriate;

b) Applicable regulations;

c) The operator’s policies and procedures;

d) Methods, procedures, and techniques for conducting required checks;

e) Seat-dependent tasks for the specific aircraft;

f) Analysis of airman performance including identification of improper or insufficient training;

g) Crew resource management concepts and vocabulary;

h) Appropriate corrective actions for unsatisfactory performance in training or evaluation;

i) Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate; and

j) The consequences of improper or untimely safety measures.

**B. Flight Training for Flight Instructors—Aircraft—Simulators.** Proficiency check airmen—aircraft—simulators and line check airmen must include the following:

1) Enough flight training and practice in conducting training (and flight checks for check airmen) from the left and right pilot seats using the required normal, abnormal, and

emergency procedures to ensure the individual's competency in conducting the required flight training (and pilot flight checks if applicable). For an air transportation flight instructor—aircraft and a proficiency check pilot—aircraft, training, and practice in the takeoff and landing events of the operator's approved training program must be conducted in an aircraft; the remainder of the training may be conducted in a simulator. For an air transportation flight instructor—simulator only and a proficiency check airman—simulator only, this training may be completed entirely in a flight simulator.

2) For proficiency check airmen/line check airman—aircraft, training in flight in an aircraft supervising normal takeoffs and landings from either pilot seat. The operator must ensure that the check airman candidate is thoroughly trained in second-in-command functions and capable of accomplishing them competently while supervising and evaluating a new captain.

3) Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate.

4) The consequences of improper or untimely safety measures.

**C. Flight Training—Flight Engineer Instructors.** Flight training must include the following:

1) Enough flight training and practice to ensure the instructor's competency. Normal, abnormal, and emergency procedures must be covered. For a flight engineer instructor—all checks, flight training may be completed entirely in a flight simulator device.

2) Guidelines and safety measures for emergency situations likely to develop in conducting the required normal, abnormal, and emergency procedures in an aircraft and in a simulator, as appropriate.

3) Consequences of improper or untimely safety measures.

**D. Credit for Check Airman Training—Multiple Operators.**

1) A POI may approve a check airman to serve more than one operator. The POI can determine whether equivalent training completed with one operator may be credited toward the check airman training requirement for another operator. Creditable training may include parts of ground training and flight training. For example, a check airman might be eligible for training credit under the following conditions:

- Employed as a training center evaluator by a training center;
- Regularly performing proficiency or competency checks; and
- Using the same procedures for all operators.

2) When procedures, aircraft, or types of operations differ, the POI must require that the check airman candidate (for service with an additional operator) complete appropriate

additional training. Appropriate additional training must address differences, and may comprise entire curriculum segments.

**RESERVED.** Paragraphs 3-1478 through 3-1495.